M

Secta. II-37—100,000—21-5-42.

(1) Home (1947) Department.

Ms. SERIES.

G.O. No. 4576

Dated 11-12-47

Despatch Abstract.]

Budget - 1947-1948 - Demand No. VI- Motor Vehicles Acts - at Motion - Papers Recorded.

Demand No.VI. . 1672711

P. of B.E. 42-44.

496 Mr. K.M. Seethi Sahib. 7.3.47.
497 Mr. A.K. Kader Kutty Sahib.
498 Mr. P.K. Moideen Kutty Sahib.

To reduce the allotment of Rs. 4,31,500 for Motor Vehicle Acts by Rs. 100/-

(To discuss policy and inadequacy of representation of Muslims in service.)

Special. 16845N 8.3.47

P. of B.E. 42-44

Demand No.VI.

711 Mr. Mohammed Ismail Sahib.
712 Mr. B. Pocker Sahib.
713 Keyapathodi M. Ahmed Kutti Haji

To reduce the allotment of Rs. 4,31,500/- for Motor Vehicles Acts by Rs. 100/-

(To criticise the policy of the Government and to urge the necessity of adequate representation of Muslims in the department.)

P. of B.E. 42-44

DEMAND NO. VI. 16546 7.3.47.

213. M.S. ABDUL MAJID.

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles Acts by Rs. 100/-

(To discuss policy).

P. of B.E. 42-44

Demand No. VI. 16547 7.3.47.

361 Mr. M.G. NATESA CHETTIAR

To reduce the allotment of Rs. 4,31,500/- for Motor Vehicles Acts by Rs. 100/- to discuss the policy of Nationalisation of Motor Tan Transport.

P. of B;E. 41-44

Demand No. VI. 16549/7.3.47.

232. Mr. N. MUHAMMAD ANWAR SAHIB, M.L.A.

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles act by Rs. 100/-

(To discuss the Policy of the Government)

P. of B.E. 42-44

Demand No. VI. 16728/7.3.47.

627. BEGUM SULTAN MIR AMIRUDDIN, M.L.A.

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles Acts by Rs. 100/-

(To discuss the Motor Transport Policy of the Government.)

P. of B.E. 42-44. Demand No. VI. 16730/7.3.47.

448 P. VENKATESWARLU.

To reduce the allotment of Rs. 4,31,500 for MOTOR VEHICLES ACTS by Rs. 100/-

(To discuss policy)

P. of B.E. 42-44 Demand No.VI. 16731/7.3.47.

322 M.A. MUHAMMAD IBRAHIM.

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles Act by Rs. 100

(To discuss policy of the Government)

Demand No. VI 16732/4 7.3.47.

622. MAHBOOB ALI BAIG SAHIB BAHADUR.

To Reduce the allotment of Rs. 4,31,500 for Motor Vehicles Acts by Rs. 100

(To discuss policy)

. of B.E. 42-44 Demand No.VI. 14594/4.3.47.

6 Mr. ABDUL HAMEED KHAN.

To reduce the allotment of Rs. 4,31,500/- for Motor Vehicles Act by Rs. 100/-

(To discuss policy)

P. of B.E. 42-44. Demand No. VI. 15870/5.3.47.

85. Mr. M.A. SALAM

To reduce the allotment of Rs. 4,31,500/- for Motor Vehicles Acts by Rs. 100/-

(To discuss policy).

P. of B.E. 42-44. Demand No., VI: 16144/

55. SRI P. NATESAN, M.L.A.

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles Acts by Rs. 100.

(To discuss the policy of the Government.)

P. of B.E. 42-44. Demand No.VI. 16445

48. M.V. HYDORSS SAHIB BAHADUR, M.L.A.

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles Acts by Rs. 100

(To discuss the policy of the Government.)

P. of B.E. 42-44. Demand No. VI. 16146/

115 Kumara Rajah Sir Muthiah Chettiar of Chettinad. M.L.A.

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles Acts.

(To discuss the policy of the Government.)

P. of B.E. 42-44. Demand No. VI. 16147

107 W.J. FERNANDEX.

To reduce the allotment of Rs. 4,31,500/- for Motor Vehicles Acts by Rs. 100/-

(to discuss policy).

P. of B.E. 42-44 Demand No.VI. 16244/6.3.47.

149 SRI A.S. SAHAJANANDA, M.L.A.

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles Acts by Rs. 100/-

(To discuss in general policy of the Government.)

P. of B.E. 42-44. Demand No.VI. 16729/7.3.47.

629. Begum Sultan Mir Amiruddin, M.L.A.,

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles Acts by Rs. 100/-

(To urge the desirability of Tramway Transport Service to be brought under State Control.)

P. of B.E. 42-44 Demand No. VI. 16548/7.3.47.

338. SRI NIRVARTHI VENKATA SUBBIAH

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles Acts by Rs. 100/-

(To discuss road transport conditions and passenger difficulties etc.)

P. of B.E. 42-44. Demand No. VI. 16733/7.3.47.

408. H.S. HUSSAIN.

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles Acts by Rs. 100

(To discuss the need for the early reintroduction of District Road Traffic Boards.

P. of B.E. 42-44. Demand No.VI. 16734/7.3.47.

427 M.S. ATAULLAH.

To reduce the allotment of Rs. 4,31,500 for Motor Vehicles Acts by Rs. 100.

To propose a change in the method of charges on account of Motor Vehicles Act.

Notice of cut motions have been received in regard to the following:-

(1) to discuss policy;
(2) to urge the desirability of tramway transport Servic to be brought under State control;
(3) To discuss road transport condition and passenger difficulties etc;
(4) to discuss the need for early re-introduction of District Road Traffic Boards.
(5) to propose a change in the method of changes on account of Motor Vehicles Act.
(6) to urge the necessity of adequate representation of Muslims in the department.

(1) General Transport policy:

(a) The policy in regard to the control and administration of motor transport that was followed by Government till the Ministry assumed office is enunciated in the Press Communique at (H). It will be noticed that the ultimate aim of the Government was declared to be state ownership of the transport services. One of their immediate objectives was to improve the services offered to the public. To implement this objective they laid down in G.O.No. 1467 Home dated 7.5.45 that in future bus operators should be fleet owners having not less than 20 buses so that small owners could amalgamate into large concerns of such a size as to be able to command proper facilities for maintenance and repair, to maintain reserve buses and thus to offer better service to the public. They had also ordered in G.O.No. 187 Home, dated, 20-1-1943 that the existing operators on a route should be given preference for providing any additional service on the route. The present Government considered that these orders tended to create a system of monopolies and that this system of monopolistic working of bus traffic is not to the advantage and convenience of the travelling public. They accordingly cancelled G.O.No. 187 Home dated 26.1.43 giving preference to existing operators to run additional buses and modified the orders in G.O.No. 1467 Home dated 7.5.45 so as to reduce the number of buses that an operator should own from 20 to 3. They have also ordered that in order to facilitate nationalisation only temporary permits should be issued for buses and lorries.

(b) Congestion of traffic: As regards improvement of road transport conditions and the amelioration of passenger difficulties, it is submitted that besides the abolition of the monopoly system which allows more operation to come to the field more number of buses are being put on the road as and when vehicles become available. In the Madras City a number of lorry buses and additional buses are being run to relieve the congestion of traffic Government buses on certain specified routes are to be run shortly in the Madras City. The position will be further improved when the petrol rationing is abolished when the considerable number of military vehicles that are being released can be utilized fully.

(c) Nationalization: The Government have also decided to undertake nationalization of more bus transport at the earliest possible date and a Cabinet Sub Committee has been set up to devise ways and means to give effect to this decision. The Sub Committee has not yet presented its report. The question whether all public motor transport should be included in the scheme instead of buses alone is under consideration. With a view to facilitate the process of nationalization, Government have ordered, as already stated above, in(G.O. No. 732 Home dated 24.2.47) that all permits to be given for buses and for lorries run on public carrier permits, should be only temporary.

(d) Control of Sale of cars: The following Press note issued on 4th March 1947 sets out the position in regard to the issue of permits for new cars.-

"This Government have been continuing control of unu

motor cars after 1.10.46. Over a thousand cars have been sold under the permit system to essential users. Due to the inherent defects in the system followed previously and due to the un-willing ness of the permit holders to purchase the car specified in the permits as provided by the present rules, about 110 cars became unfrozen and were sold to non permit holders.

There are over 3000 applications pending with the Provincial Motor Transport Controller. It has been a most difficult and embrasing task for the Provincial Motor Transport Controller to fix the priority of each applicant especially when the necessity for a car and the non-availability of any other alternative conveyance are the main criteria. The complaints from a large no. of applicants who could not get permits as early as they desire will always be there which sometimes find expression in unhealthy criticism.

"The Government feel that a stage has been reached when control regarding sale under permits can be removed continuing only the control over prices. The Civil Motor Car Control Order, 1945 is susperseded and a new control order issued under section 9(2) of Act XIV of 1946. However, it is printed out that permits already issued upto date will remain valid against the cars noted in them.

"The Government will however watch the effect of the removal of the permit system and if need be will not hesitate to re-introduce it.

"At the conference convened by the Government of the motor car dealers and representatives in Septemeber 1946 they had agreed to reserve upto 20% of the cars received by them for the use of the Goveernment. The Government will, however, reserve the power only to have 10% of the cars imported by the dealers." The question of issuing an instruction with reference to the use of the 10% reserved for allotment by Government is under consideration.

(2) Nationalization of tram service: In connexion with a proposal to form a Passenger Transport Board to own, control and manage all forms of transport services in the Madras City, the Government considered the question of purchasing the Madras Electrical Tramways. Negotiations were carried on with the company but as the company demanded a price much higher than what the Government were prepared to offer the proposal was dropped in 1946 befor e the Ministry assumed charge. A suggestion has been made that the question of purchasing the tramways may be reopened and the whole question has been referred to the Cabinet Sub Committee on the nationalization of motor transport and is now under its consideration.

Road Transport conditions and passenger difficulti

(3) (Please see the note in para (1) (b) above.

(4) Transport Authorities: The organization of the Transport authorities in the Province came in for a great deal of criticism both by the Public and in the legislative assembly and various petitions have been received from the public and transport operators that the constitution of the Road Traffic Acts is not satisfactory. The following defects had been particularly pointed out:

(1) though the Regional Transport Authority has authority over all districts in the region, when meetings are held in a particular district generally only members belonging to that district other than the Regional Transport Officers attended though subjects relating to other districts had to be decided;

(2) the jurisdiction of the Regional Transport Officers was too extensive to allow him time to study the transport problems of his region. He has to tour continuously and the work turned out is naturally rather superficial;

(3) there were no local authorities to control the activities te of the Motor Vehicle Inspectors.

To remedy these defects it was considered necessary that the no. of Regional Transport Authorities should be increased. In this connexion two separate schemes for the complete re-organization of the transport department were submitted by the Central Road Traffic Board. Government considered these schemes too costly and decided that a more satisfactory arrangement can be obtained, by reviving the old Road Traffic Boards in the districts which were in existence prior to November 1945 with the District Superintendent of Police as the Secretary and executive officer the District Magistrate being the chairman and the Presidency District Board and a non official besides the District Superintendent of Police being members.

This has not yet been given effect to pending receipt of proposals as regards the staff required called for from the Central Road Traffic Board. The Inspector General of Police has written a strong letter of protest against this decision which he terms a retrogade step as he considers it difficult for the District Superintendent Polices to take back this additional responsibility without serious detriment to regular police work. The Inspector-General's letter is under consideration.

The Government have also created the post of a Transport Commissioner who will be the controlling authority regaring all the transport problems affecting the Province.

(5) Taxation: under the Madras Motor Vehicle (Taxation) Act, 1931 taxes have to be collected from all motor vehicles using the roads of the Province of Madras unless specifically exempted by Government. It is levied on the basis of unladen weight in the case of cars and cycles, seating capacity in the case of buses and laden weight in the case of lorries. The policy is generally not to grant exemptions except in exceptional cases. Lists of Vehicles exempted will be found at page 342-357 of the R.T. Code. Vehicles belonging to the Government and local bodies are not exempt. The Commissioner of Police, Madras and other officers (taluk head accountants etc.) in the mofussil have been appointed licensing officers under this Act. The Police have been asked to conduct general surprise checks covering whole districts on pre-arranged dates in each quarter as well as routine checks to find out whether the payment of tax is being evaded and to take action against all persons who have evaded to pay the tax within the period of 7 days allowed from the beginning of a quarter. The proceeds of the tax are utilized to meet the following expenditure:

(1) cost of collection of tax;

(2) the cost of administrative control of motor vehicles and

(3) compensation for loss of incomes from fees levied prior to 1938 on motor vehicles plying on roads of Government and local bodies. Government have entered into reciprocal arrangement with Provinces and neighbouring states except Hyderbad under which a non transport vehicle taxed in one territory is exempt from paying tax for the same quarter in the other territory. The scheme has not been given effect to in the case of Cochin pending their reply as to the date from which it is to be given effect to. Hyderabad has not yet replied. As regards transport vehicles, the Government of India on the recommendation of the Transport Advisory Council are formulating proposals for a uniform system of taxation and reciprocal arrangements for consideration of Provinces and States and these proposals are awaited.

(6) Representation of muslims in the department.

Out of 7 Regional Transport Officers in the department one is a muslim - Muhammad Ghaus Chida Sahib, Khan Sahib-Regional Transport Officer, Coimbatore,.There are three muslims as Area Rationing Officers out of 7 such Officers.

(i) ~~Hhydee~~ Hyder Alikhan - A.R.O. Madras.
(ii) K. Avearakutty Sahib - Assistant Rationing officer, Madura.
(iii) Muhammad Waziruddin Sahib, Khan Sahib-Assistant Rationing Officer, Rajahmundry.

2. The posts of Regional Transport Officers and Assistant Transport Officers have not been included in any service and rules as to method of recruitment, etc. have not been prescribed. The communal rule does not therefore apply. Persons found suitable are appointed as and when vacancies arise. Please see also note under item (4) regarding decision to abolish the posts of Regional Transport Officers.

Sd/-x x x x x
11.4.47.

Demand VI has been voted by the Assembly. This may lie over till a copy of the Assembly proceddings is received.

The file relates to the cut motion discussion on "Demand No. VI-Motor Vehicles Acts." - 1947-1948. Please see the cut motions on pages 1-5 ante and the notes on pages 5-10 ante. The Demand for Rs. 4,31,500/- under No. VI. Motor Vehicles Acts was carried by the Legislative Assembly without any reduction and His Excellency, the Governor has authenticated by his signature the schedule of authorized expenditure, both voted and charged. The papers may be recorded in a Ms. Go.

G.O.Ms.No. 4576 dated 11th December 1947.

R E C O R D E D.

Sd/-x x x x x
10.12.47.

Budget-1947-1948 - Demand No. VI. Motor Vehicles Acts - Cut Motion Papers Recorded.

/True Copy/

Office Assistant,
Madras Record Office.

SP/23.11.

29/12/53.